SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM)

TIME TABLE

FOR THE

PORTLAND DIVISION

WILLAMETTE FALLS RAILWAY SUBDIVISION

To Take Effect Sunday, March 26, 1916, at 12.01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this time table at pleasure.

W. R. SCOTT,
Vice President and General Manager.

D. W. CAMPBELL,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

Eastward

WILLAMETTE FALLS RAILWAY SUBDIVISION

FIRST CLASS

	34 Passenger	32 Passenger	30 Passenger	28 Passenger	26 Passenger	24 Passenger	22 Passenger	20 Passenger	18 Passenger	16 Passenger	14 Passenger	12 Passenger	10 Passenger	8 Passenger	6 Passenger	4 Passenger	2 Passenger	Distance form Walling	Time Table No. 1 March 26, 1916 STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		3.25PM		1.45PM			11.30AM	10.35AM				8.00AM						7.4	TUALATIN RIVER
																			0.7
	4.30PM	s 3.30	2.35PM	s 1.50	12.55PM	12.25PM	11.35	s 10.40	9.45AM	8.35AM		s 8.05		7.25AM		6.55AM	6.25AM	6.7	WILLAMETTE
																			1.8
	f 4.42	f 3.42	f 2.47	f 2.02	f 1.07	f 12.37	f 11.47	f 10.52	f 9.57	f 8.47		f 8.17		f 7.37		f 7.07	f 6.37	4.9	R JUNCTION
																			0.7
	s 4.45	s 3.45	s 2.50	s 2.05	s 1.10	s 12.39PM	s 11.50	s 10.55	s 10.00	s 8.50 9.15	8.20AM	s 8.19AM	7.35AM	s 7.39AM	7.15AM	s 7.09AM	s 6.39AM	4.2	R WEST LINN
																			1.1
	f	f	f	f	f	f	f	f	f	f	f		f		f			3.1	BOLTON
																			0.3
	s 4.52PM	s 3.52PM	s 2.57PM	s 2.12PM	s 1.17PM		s 11.57AM	s 11.02AM	s 10.07AM	s 9.22AM	s 8.27AM		s 7.42AM		s 7.22AM			2.8	R MAGONES
																			2.8
																		0.0	WALLING
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.22) 10.59	(0.27) 10.22	(0.22) 10.59	(0.27) 10.22	(0.22) 10.59	(0.14) 10.72	(0.27) 10.22	(0.27) 10.22	(0.22) 10.59	(0.22) 10.59	(0.07) 12.00	(0.19) 10.11	(0.07) 12.00	(0.14) 10.72	(0.07) 12.00	(0.14) 10.72	(0.14) 10.72		Time over District
																			Average speed per hour

Trains of lesser numbers are superior to all trains of greater number, regardless of direction. Exceptions: Nos. 38 and 42 are superior to all trains.

The following signs indica e: s Regular Stop, f Flag Stop, R Register.

Eastward

WILLAMETTE FALLS RAILWAY SUBDIVISION

FIRST CLASS

	58 Passenger	56 Passenger	54 Passenger	52 Passenger	50 Passenger	48 Passenger	46 Passenger	44 Passenger	42 Passenger	40 Passenger	38 Passenger	36 Passenger	Distance form Walling	Time Table No. 1 March 26, 1916 STATIONS
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
												5.20PM	7.4	TUALATIN RIVER
														0.7
	12.35AM	11.25PM	10.25PM	9.25PM	8.30PM	7.45PM	7.00PM	6.30PM		6.00PM		s 5.25	6.7	WILLAMETTE
														1.8
	s 12.47	f 11.37	f 10.37	f 9.37	f 8.42	f 7.57	f 7.12	f 6.42		f 6.12		f 5.37	4.9	JUNCTION
														0.7
	s 12.50AM	s 11.40PM	s 10.40 10.45	s 9.40 9.45	s 8.45	s 8.00	s 7.15	s 6.44PM	6.15PM	s 6.14PM	5.50PM	s 5.40PM	4.2	WEST LINN
														1.1
			f	f	f	f	f		f		f		3.1	BOLTON
														0.3
			s 10.52PM	s 9.52PM	s 8.52PM	s 8.07PM	s 7.22PM		s 6.22PM		s 5.57PM		2.8	MAGONES
														2.8
													0.0	WALLING
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.15) 10.00	(0.15) 10.00	(0.22) 10.59	(0.22) 10.59	(0.22) 10.59	(0.22) 10.59	(0.22) 10.59	(0.14) 10.72	(0.07) 12.00	(0.14) 10.72	(0.07) 12.00	(0.20) 9.60		Time over District
														Average speed per hour

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The following signs indicate: s Regular Stop, f Flag Stop, R Register.

WILLAMETTE FALLS RAILWAY SUBDIVISION — Westward

Time Table No. 1
March 26, 1916

FIRST CLASS

STATIONS	Distance from Walling	1 Passenger	3 Passenger	5 Passenger	7 Passenger	9 Passenger	11 Passenger	13 Passenger	15 Passenger	17 Passenger	19 Passenger	21 Passenger	23 Passenger	25 Passenger	27 Passenger	29 Passenger	31 Passenger	33 Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TUALATIN RIVER	7.4					s 7.59AM					s 10.34AM	s 11.29AM			s 1.44PM		s 3.24PM	
0.7																		
WILLAMETTE	6.7	s 6.20AM	s 6.54AM	s 7.24AM		s 7.55		s 8.34AM		s 9.44AM	s 10.30	s 11.25	s 12.24PM	s 12.54PM	s 1.40	s 2.34PM	s 3.20	s 4.29PM
1.8																		
R JUNCTION	4.9	f 6.08	f 6.43	f 7.13		f 7.43		f 8.23		f 9.33	f 10.18	f 11.13	f 12.13	f 12.43	f 1.28	f 2.23	f 3.08	f 4.18
0.7																		
R WEST LINN	4.2	6.05AM	6.40AM	7.10AM	s 7.30AM	7.40AM	s 7.50AM	8.20AM	s 8.35AM	s 9.30	s 10.15	s 11.10	12.10 s 12.05PM	12.40PM	s 1.25	s 2.20	s 3.05	4.15 s 4.00
1.1																		
BOLTON	3.1				f		f		f	f	f	f	f		f	f	f	f
0.3																		
R MAGONES	2.8				7.23AM		7.43AM		8.28AM	9.23AM	10.08AM	11.03AM	11.58AM		1.18PM	2.13PM	2.58PM	3.53PM
2.8																		
WALLING	0.0																	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time Over District		(0.15)	(0.14)	(0.14)	(0.07)	(0.19)	(0.07)	(0.14)	(0.07)	(0.21)	(0.26)	(0.26)	(0.21)	(0.14)	(0.26)	(0.21)	(0.26)	(0.21)
Average speed per hour		10.00	10.72	10.72	12.00	10.11	12.00	10.72	12.00	11.12	10.62	10.62	11.12	10.72	10.62	11.12	10.62	11.12

Trains of lesser numbers are superior to all trains of greater numbers, regardless of direction. Exceptions: Nos. 38 and 42 are superior to all trains.

The following signs indicate: s Regular Stop, f Flag Stop, R Register.

WILLAMETTE FALLS RAILWAY SUBDIVISION — Westward

Time Table No. 1
March 26, 1916

FIRST CLASS

STATIONS	Distance from Walling	35 Passenger	37 Passenger	39 Passenger	41 Passenger	43 Passenger	45 Passenger	47 Passenger	49 Passenger	51 Passenger	53 Passenger	55 Passenger	57 Passenger
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TUALATIN RIVER	7.4	s 5.19PM											
0.7													
WILLAMETTE	6.7	s 5.15	s 5.59PM		s 6.29PM		s 6.59PM	s 7.44PM	s 8.29PM	s 9.24PM	10.24PM	s 11.24PM	s 12.34AM
1.8													
JUNCTION	4.9	f 5.03	f 5.48		f 6.18		f 6.48	f 7.33	f 8.18	f 9.13	10.13	s 11.13	f 12.23
0.7													
WEST LINN	4.2	s 5.00	5.45PM	s 6.05PM	6.15PM	s 6.30PM	6.45PM	7.30	s 8.15	9.10 s 9.00	10.10 s 10.00	11.10 s 11.00	12.20AM
1.1													
BOLTON	3.1	f		f		f		f	f	f	f	f	
0.3													
MAGONES	2.8	4.53PM		5.58PM		6.23PM		7.23PM	8.08PM	8.53PM	9.53PM	10.53PM	
2.8													
WALLING	0.0												
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District		(0.26)	(0.14)	(0.07)	(0.14)	(0.07)	(0.14)	(0.21)	(0.21)	(0.21)	(0.21)	(0.21)	(0.14)
Average speed per hour		10.62	10.72	12.00	10.72	12.00	10.72	11.12	11.12	11.12	11.12	11.12	10.72

Trains of lesser numbers are superior to all trains of greater numbers, regardless of direction. Exceptions: Nos. 38 and 42 are superior to all trains.

The following Signs indicate: s Regular Stop, f Flag Stop, R Register.

WATCH INSPECTORS.

WEBB C. BALL, General Time Inspector.....San Francisco
BELDING & SAXTON, Local Watch Inspectors.....Portland

WATCH INSPECTION AND COMPARISON OF TIME.

Conductors, enginemen, brakemen, firemen, yardmasters and engine foremen must have watches that have been examined and certified to by designated inspector. Watches to be presented to him for inspection between the first and fifteenth and sixteenth and last day of each month.

Watches of conductors and enginemen must be compared before starting on first trip with a clock designated as Standard Clock, at West Linn, and time when watches are compared must be registered on train register.

BULLETIN STATION.

West Linn

MOVEMENTS IN YARDS.

Within yard limits the main track may be used, protecting against first-class trains.

All trains must approach yard limits and pass through yards under control.

When street car is west bound at Junction and yard engine is waiting at Junction yard engine may proceed to Magones ahead of street car. Thorough understanding must be had between street car motorman and Yard Foreman before this movement is made. Street car motorman will wait one minute and proceed under control at all points when he cannot see track ahead 500 feet.

When necessary for yard engine to take spur track at West Linn or Magones, it will be permissible for yard engine with one or more cars to hold main track, and street car to take spur track—yardmen handling switches for movement.

WEST LINN (West Linn yard limits extend from yard sign west of Junction to yard sign east of Walling.)

Switch west of unloading dock will be kept set for land track except when necessary to go in on track on trestle.

In handling freight cars between Walling and the Log Dump on the Spur Track west of Junction, air must in all cases be coupled up and operative. Air must be tested as follows:

When locomotive has been coupled to train, or when two or more parts of a train have been coupled together, all brake pipe connections must be connected up and cocks in brake pipes open except the rear end of last car which must be closed. After train is properly charged the engineman will signal the crew by one blast of whistle and place automatic brake valve handle in lap position. The rear brakeman will then open the angle cock at the rear end of the car gently, allowing only enough air to escape to apply the brakes slowly and firmly without making an emergency application. The engineman will note if the brake pipe gauge hand in the cab falls and when it has fallen, he will answer it with two blasts of whistle. The brakeman will then close the angle cock and the engineman will release the brakes by placing the brake valve handle in full release position until the brake pipe pressure is restored to at least within five (5) pounds of the pressure carried before returning brake valve handle to normal position and make short release.

SPEED RESTRICTIONS.

Maximum speed eighteen (18) miles per hour.

Reduce speed to eight (8) miles per hour over Rock Crusher crossing and County Road Crossing.

From Junction to bottom of hill, reduce speed to six (6) miles per hour.

Approaching and crossing all bridges, reduce speed to twelve (12) miles per hour.

Approaching and passing through West Linn Station, reduce speed to five (5) miles per hour.

Yard Engine, will not exceed fifteen (15) miles per hour between loading and unloading docks.

Yard Engine will not exceed ten (10) miles per hour through Bolton.

REGISTERING STATIONS.

Magones, West Linn, Junction.

At West Linn only trains originating and terminating will register.

SIGNALS.

Color Signals indicate:

Red—Stop.

Yellow—Proceed with caution.

A fusee on the main track burning red must not be passed until burned out. When burning yellow it is a caution signal.

A blue flag by day and blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

Audible Signals:

1 long and 3 short—Flagman go back and protect rear of train.
4 long—Flagman return from west.
5 long—Flagman return from east.
2 long and 2 short—Approaching public crossings at grade.
1 long—Approaching stations.
2 short—Answer to any signal.

The engine bell or gong must be rung on approaching every station, public road crossing at grade and until they are passed, and the whistle must be sounded at all whistling posts.

The explosion of two (2) torpedoes is a signal to reduce speed and look out for a stop signal or track obstruction. The explosion of one (1) torpedo will indicate the same as two but the use of two is required.

GENERAL RULES GOVERNING TRAIN MOVEMENTS.

A train must not leave its initial station until it has been ascertained whether all trains due which are superior or of the same class, have arrived or left.

An inferior train must clear the time of a superior train in the same direction not less than ten (10) minutes, except in yard limits.

An inferior train must keep clear of an opposing superior train, and in case of failure to clear the main track must be protected by flagman.

Extra trains must clear the time of regular trains five (5) minutes.

Trains in the same direction must keep at least ten (10) minutes apart. Exception: Yard engines handling logs may follow first-class trains from Magones to Junction not less than two minutes, but must move under control.

A train must not arrive at a station in advance of it's schedule arriving time.

A train must not leave a staion in advance of it's schedule leaving time.

When cars are pushed by an engine (except when shifting and making up trains in yards) a flagman must take a conspicuous position on the front of the leading car.

Trains must approach all stations where the view is obscured at a rate of speed that will enable them to stop should an emergency arise.

When necessary to protect train or track obstructions, person protecting same will proceed ten(10) pole lengths in each direction from train or track obstruction and place two (2) torpedoes on rail, two (2) rails apart.

Under no circumstances will Enginmen leave front platform while car is in motion. If it becomes necessary to do so, car must be brought to stop.

Switches must be left in proper position after being used.

Time table schedules unless fulfilled are in effect for five (5) hours after their time at each station. Regular train five (5) hours behind either their scheduled arriving or leaving time at any station lose both right and schedule.

MISCELLANEOUS.

No one will be allowed to ride on front platform of car except officials of the Company.

No passengers will be carried on logging train except officials or employes whose business requires their presence there. Such passengers must not hold conversation with motorman while engine is in motion.

Each time table from the moment it takes effect supersedes the preceding time table.

C. W. MARTYN,
Assistant Superintendent.

F. L. BURCKHALTER,
Superintendent.

T. L. BILLINGSLEY,
Superintendent City Lines.